



MASTER PLAN AND PART 150 NOISE STUDY UPDATES
MEETING SCHEDULE

The Master Plan and Part 150 Coordinating Committee has met with the Fort Lauderdale Executive Airport Staff and the Kimley – Horn and Associates Consulting Team four times to date.	Meeting No. 5	January 8, 2002	Meeting Location: Florida Atlantic University 1515 West Commercial Boulevard Fort Lauderdale, FL 33309 Please contact Executive Airport at (954) 938-4966 to confirm all meeting schedules.
	Meeting No. 6	March 7, 2002	
	Meeting No. 7	May 9, 2002	
	Meeting No. 8	July 18, 2002	
	Meeting No. 9	September 12, 2002	
The tentative schedule for the upcoming meetings is as follows. All meetings will be held at 7:00 p.m.			

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Fort Lauderdale Executive Airport
Master Plan Update Progress Report
Landside and Airside Concepts for Future
Operations

Currently the Fort Lauderdale Executive Airport lists its Airport Service Volume (operational capacity) to be 273,000 annual operations, and the demand forecast between 2005 and 2007 will exceed this number. The Master Plan Study consultants have researched data and prepared a list of alternatives, which include those addressing the overall capacity of the airfield as well as the ability of the existing runway length to accommodate the requirements of future aircraft operations.

Six alternatives were presented to the Master Plan and Part 150 Coordinating Committee (MPPCC) at their meeting on September 25, 2001. A brief synopsis of these alternatives are presented below.

The airside capacity alternatives for consideration and evaluation include a parallel runway and greater development and use of the secondary runway. There are several "givens" for each of the parallel runway alternatives which are based on FAA requirements. They are as follows:

FXE traffic is expected to contain an increasing percentage of business jet traffic with portions of the traffic consisting of the new larger but quieter corporate jet aircraft.

Much of FXE's traffic will remain the single engine and light twin (including turboprop) aircraft.

Minimum separation of parallel

runways is 700 feet for simultaneous operations of aircraft classified as small aircraft. For simultaneous operations between large and small aircraft, the minimum separation increases.

For analysis purposes, a parallel runway of 4,000 feet is considered reasonable to accommodate the accelerate/stop (A/S) needs of many light twin engine aircraft. Approximately 4,500 feet would be required to accommodate the A/S needs of many of the turboprops. The shorter the parallel runway, the smaller the volume of airport traffic that can use the runway.

Options considered include extension to runways 8/26 and 13/31. Additionally, three locations for parallel runway options within the property boundary are considered. The existing condition or "No Build" option is also considered.

Option A - Existing Conditions

The airfield and runway configuration would remain as it currently exists. Only potential operational improvements, if any, would be explored for this option. This option minimizes additional impacts (such as property acquisition) and cost, but does not meet future capacity needs for the airport and may add to noise impacts. It may also stifle economic growth in the area.

Option B - Expansion of Runway 13 / 31

The potential option of extending

Runway 13 / 31 either in conjunction with or without the addition of a parallel runway also offers the opportunity to increase the ASV. The development of either parallel runway alternative would require years to acquire the area and build the runway. It appears that the extension of R/W 13 / 31 can be accommodated without extensive property acquisition.

The extension of R/W 13 / 31 will allow the airport to operate primarily in an Open - V operation rather than in a cross-wind runway operation. The Open - V has the potential to allow R/W 8/26 to operate for landings for all aircraft and takeoffs for larger aircraft while R/W 13 / 31 is utilized for takeoffs for smaller aircraft simultaneously.

Given these improvements, the ASV for the Open - V operation is approximately 315,000 annual operations. It provides the easiest, and potential first phase of capacity expansion for the airport. But, airspace and air traffic control (the FAA tower) would have to handle traffic from both runways simultaneously.

Option C - Parallel Runway 800 feet south of R/W 8/26

This parallel runway option is 800 feet south of R/W/ 8/26. It provides a parallel runway near minimum separation from the main runway, but would remove a large number of existing airport facilities including the existing Air Traffic Control Tower and a number of hangars.

Option D - Parallel Runway Shown at 1,500 feet from Runway 8/26

This option is at 1,500 feet from the main runway to provide greater separation.

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Part 150 Noise Study Update Status Report

The Fort Lauderdale Executive Airport Part 150 Update Existing Noise Compatibility Program (NCP) elements.

Noise Abatement Procedures (Operational)

- Preferential runway use
- Preferential flight track use
- Noise abatement departure profiles
- Ground noise controls

Land Use

- Corrective land use and zoning changes
- Preventive land use and zoning

Continuing Program

- Public involvement
- Educational, publicity, and advisory
- Program monitoring, review, and revision

Program Enhancements

- Achievements in Community Excellence ("ACE") awards
- Pilot Noise Abatement Workshops conducted by FXE staff for Pilots

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tion between runways for aircraft operations. It would require the acquisition of a very large number of homes south of the airport, and other commercial facilities on and off the airport. It provides significantly greater separation between the runways for simultaneous operations by varying categories of aircraft and provide for the parallel traffic to be on the southside of the airport between Fort Lauderdale Executive Airport and Fort Lauderdale-Hollywood International Airport.

Option E - New parallel runway 950 feet north of Runway 8/26

This alternative is placed such that the new parallel runway would have clearance at Cypress Creek Road. It would provide a parallel runway capable of handling a wide range of aircraft, but require removal of a large number of aviation and commercial buildings and reduced area for aviation related land use with airfield access. Also, proximity to Cypress Creek Road could confuse pilots trying to land during low visibility conditions.

Option F - Extension of R/W 8/26

The extension of R/W 8/26 is reasonably straight forward with the exception of any noise impacts which have to be checked with the noise model. Because of the runway size and category, it will require safety areas of 1,000 feet by 500 feet at both ends of the runway. It provides length to accommodate operational needs of the existing and future jet fleet over a 20 year period.

The extension to the west and the 300-foot extension to the east can be accommodated on airport property.

Next Project Steps

- Complete modeling inputs
- Prepare 2002 and 2007 DNL Noise Exposure Maps with existing Noise Compatibility Program
- Evaluate current Noise Compatibility Program
- Analyze noise abatement alternatives
- Recommend revised Noise Compatibility Program
- Update "continuing program" measures
- Prepare updated study documentation
- MPPCC review, workshops, and final hearing



Community members attend the September MPPCC meeting.

However, either east or west extensions will require the relocation of a component of the ILS. The west extension requires relocation of the approach light system. There may be potential changes in noise impacts associated with the extensions.



Doug Coomer and Gordon Jackson give a presentation of the option alternatives to community members.

Frequently Asked Questions about Executive Airport's Master Plan/Part 150 Study Existing Environmental Conditions Report

1. What does the existing Environmental Conditions Report contain?

This report describes the findings of a preliminary study to document the existing environmental conditions on the Fort Lauderdale Executive Airport and adjacent properties. Natural and physical features which could potentially affect the future development of the airport are identified in this report, including wetlands, protected species, historic and archaeological resources, floodplains, wellfields, and groundwater contamination. This report serves as a support document for the development of a Master Plan update for the Fort Lauderdale Executive Airport.

2. What is a natural community and where are they located on the airport?

There are five remnant natural communities located within the airport property. Four of these natural communities have been designated by Broward County as either Natural Resource Areas (NRA) or Local Area of Particular Concern (LAPC). Natural Resource Areas are ecological communities populated by native vegetation that are subjected to somewhat more stringent development standards. LAPC's are lands designated by the Board of County Commissioners as having special significance in one of the following categories: native vegetation, marine resources, cultural resources, natural landforms, or wildlife areas

A. Uplands

Parcel 8J - A scrub community about 12 acres in size with vegetation.

Parcel 21B - An upland forest community about 6 acres in size, vegetation within this area is extremely thick.

B. Wetlands - Tree areas that contain wetland.

Platted Lots 12-15 - A 10-acre site on the airport property, of which the majority is a forested wetland community. The southern portion is upland.

Platted Lots 6-7 - Forested wetland community within the airport property, about 15 acres in size and similar to other communities.

C. Other Natural Areas

A 10-acre remnant natural community, Lots 8 through 11. Northern portion is a forested wetland similar in vegetation and structure to other wetlands.

3. Do protected species exist on the airport? Please describe.

Surveys have shown that the airport is home to a relatively large population of burrowing owls and gopher tortoises. Both of these are Species of Special Concern. It is illegal to take (pursue, hunt, capture, molest, or kill) burrowing owls and gopher tortoises without a permit issued by the Executive Director of the Florida Fish and Wildlife Conservation Commission. They are also afforded federal protection. The airport staff has been proactive in its approach to protecting burrowing owls and gopher tortoises and has worked closely with local and state agencies to insure that these species are properly managed.

4. Are there cultural resources and community facilities located on the airport?

There are no historic and archaeological sites located on the airport or in close proximity to the airport property. However, it should be noted that the potential exists that unrecorded sites may exist within the project area.

5. Is the Fort Lauderdale Executive Airport in a floodplain?

The majority of the airfield property lies outside of the 100 year flood zone. A small portion is within the 100 year flood zone and experiences 1-3 feet of water accumulation.

6. How is the water quality protected on the airport?

The airport property lies above the shallow Biscayne Aquifer, a sole source aquifer. The U.S. Environmental Protection Agency is responsible for protecting this water source through the provisions of Section 2424(e) of the Safe Drinking Water Act. State, county, and city regulations also currently protect the groundwater recharge area around public wellfields from potential contaminants.

7. Are there any contaminated sites on or near the airport property?

There are currently 14 sites in the vicinity of the airport property with known groundwater contamination. Four of these sites are located on the airport property. The remaining sites are located adjacent to the airport property. No information regarding soil contamination was available for review.

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